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- c. The CIA is to submit a plan for approval by the DNRO of the proposed engine spares and overhaul support for the extension thru June 30, 1968.
- d. Anti-Radar support (EG&G) is authorized thru March 15, 1968. Any extension beyond March 15 is dependent on the submission to, and approval by the DNRO of an Anti-Radar support plan, which would provide a significant contribution to the NRP.
- e. Current FY 1968 program approvals are considered to essentially cover support for flying from Kadena up to February 1, 1968, and thru March 31, 1968. In the event CIA considers these approvals to be deficient, specific segregation of such deficiencies is to be made in program approval requests (i.e. cost columns for (1) indicated deficiencies thru March 31, 1968, and (2) for added costs from April 1 thru June 30, 1968 are to be submitted).
- f. It will still be assumed that the application of <u>residual</u> OXCART assets (in excess of 90 days) to other NRO programs (such as the U-2R) will apply, altho not available before July 1, 1968. If the later availability would unduly impact on asset requirement for these other programs, implications and recommendations are to be furnished to the DNRO/NRO Comptroller.

	g.	All	cost	s inci	.dent	to th	e ex	tension	must	be held	d to	the
minimum	necessa	ary.	Cost	. submi	.ssior	ns are	not	to incl	lude	require	nents	for
support	beyond	June	30,	1968.	Any	costs	for	storage	e, eq	uipment	tear	-down
and move	ement,					will	be a	ddressed	l sep	arately	at a	later
date.	L								_	· ·		

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C. The Tagboard test program, if not completed by March 31, 1968, may continue up to June 30, 1968. However, the training/operational program is to be initiated at Beale AFB.

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12 Jan 1968

Scope Cotton Decision No. 19

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t.	A. In accordance with the Deputy Secretary of Defense's memoranda f December 29, 1967 (5489-67), which announced a decision to extend he OXCART operational capability through June 30, 1968, and of January 10, which approved the NRO and JCS recommended plan for operations phasing 77791-68) the following guidance will apply:
b: u: r: p: t: c: w:	1. The three operational aircraft at Kadena will remain deployed ntil about April 15, 1968. These will have the primary mission responsilility until about March 15, 1968, then be in a standby mission status ntil returned. Both dates will be re-evaluated later, in elation to readiness of the SR-71 aircraft, but should be used for the resent as planning dates for support actions. When the decision is made o redeploy, the three Oxcart will return. where they will ontinue to fly to maintain proficiency thru June 30, 1968. Instructions ill be issued later as to the disposition of these aircraft after June 30, 968.
a,	2. Of the three operational aircraft , one was to ease flying as of December 31, 1967, to be placed in a hangar , and the crew was to leave the program, which still applies. The remaining wo will continue to fly until about April 15, 1968 as U.S. backup for the

3. The OXCART aircraft will not be considered to be responsible for contingencies other than from Kadena, unless specifically instructed to the contrary.

disposition of these three aircraft after June 30, 1968.

BLACK SHIELD primary or standby mission, then continue to fly up to June 30, 1968 to maintain proficiency. Instructions will be issued later as to the

- 4. Aircraft Nos. 122 (Test) and 134 (from Tagboard) will continue in storage at Palmdale during this period, and for the foreseeable future.
- 5. The remaining OXCART test aircraft is authorized to fly thru March 15, 1968, to complete a current test program and to support tests while the OXCART has the primary mission responsibility from Kadena. Any extension beyond March 15 is dependent on the submission to, and approval by the DNRO of a test plan which would provide a significant contribution to the NRP. Instructions will be issued later as to the disposition of this aircraft after it has been grounded.
- 6. The OXCART trainer aircraft is authorized to fly thru April 15, 1968. Any extension beyond April 15 is dependent on the submission to, and approval by the DNRO of a training plan which would provide a significant contribution to the OXCART program. Instructions will be issued later as to the disposition of this aircraft after it has been grounded.



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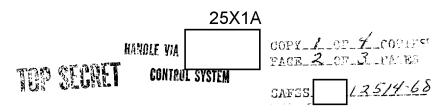
- 7. OXCART support planning is to be based on an average maximum of 15 flying hours per month for each operational aircraft, about 10 hours per month for the test aircraft, and about 15 hours per month for the trainer aircraft, for the appropriate periods specified in the preceding paragraphs. In this connection, it is noted that the OXCART aircraft have significantly underflown the allowed hours for the first half of FY 1968.
- 8. The Strategic Air Command will deploy three SR-71 aircraft to Kadena, and be ready to accomplish BLACK SHIELD operations by about March 15, 1968. Thus, an overlap period of about one month is assumed. The Air Force will be responsible for facilities availability related to the SR-71 deployment. The SR-71's will not deploy until ALT28 installation is certified.

		n respect	to OXCART	${\tt support}$	planning,	the	following @	guidance	
will ap	bTA:	25X1A							
	1.			•	will no	t be	re-initiate	ed for	
OXCART	applic	cations.					25X1A		
	2.	The Photo	graphic M	aterials	and Proces	ss i ng	s 🗌	account	
is to h	oe re-	examined b	y CIA for	implica	tions of tl	ne OX	CART extens	ion thru	1
June 30									

- 3. The Red Light fuel account will be appropriately adjusted by the NRO Comptroller in conjunction with Director D's office.
 - 4. The following specifically apply to the OXCART account:

a. Reparable spares on hand or which may be generated in the future at Kadena will be repaired to the extent required to support the approved programs under Paragraph A preceding.

b. Airframe spares support thru June 30, 1968 must primarily be provided from existing on-hand and on-order base (Kadena and drawing down to zero assets if necessary. Residual assets common to the SK-71 at Kadena, when the OXCART aircraft return will be transferred to the SR-71 program. Residual OXCART peculiar spares should be returned as the situation as the situation warrants. Joint use of common assets at Kadena will apply during the overlap period, altho first priority will apply to the unit with mission responsibility. Additional spares orders are to be based on (1) items which can be delivered by May 31, 1968 against the program authorized herein, plus (2) items for replenishment of stocks to a 90-day level for five (5) operational aircraft, to the extent that forecast usage indicates that residual assets at June 30, 1968 would be below the 90 day level (delivery lead time wouldnot be a limiting factor for these orders). Procurement is not to be initiated for rebuilding base stocks, depot stocks or flyaway kits.



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